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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71****[Airspace Docket No. 01-AWP-16]****Establishment of a Class E Enroute Domestic Airspace Area, Las Vegas, NV****AGENCY:** Federal Aviation Administration (FAA) DOT.**ACTION:** Final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule which establishes a Class E enroute domestic airspace area beginning at 1,200 feet above ground level (AGL) in the vicinity of Las Vegas, NV and replaces existing Class G uncontrolled airspace.

**EFFECTIVE DATE:** 0901 UTC September 6, 2001.

**ADDRESSES:** Send comments on the direct final rule effective date in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 01-AWP-16, Air Traffic Division, 15000 Aviation Boulevard, Lawndale, California 90261.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

**FOR FURTHER INFORMATION CONTACT:**

Larry Tonish, Air Traffic Division, Airspace Specialist, AWP-520.10, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.

**SUPPLEMENTARY INFORMATION:** On June 18, 2001, the FAA published in the **Federal Register** a direct final rule; request for comments, which established a Class E enroute domestic airspace area beginning at 1,200 feet above ground level in the vicinity of Las Vegas, NV (FR Document 01-4680, 66 FR 32732, Airspace Docket No. 01-AWP-16). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that

unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 6, 2001. No adverse comments were received; therefore this document confirms that this direct final rule will become effective 0901 UTC, on September 6, 2001.

Issued in Los Angeles, California, on August 8, 2001.

**Dawna J. Vicars,**

*Acting Manager, Air Traffic Division,  
Western-Pacific Region.*

[FR Doc. 01-21167 Filed 8-21-01; 8:45 am]

**BILLING CODE 4910-13-M****DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Parts 121 and 135****[Docket No. FAA-2000-7119; Amendment No. 121-281 and 135-80]****RIN 2120-AG89****Emergency Medical Equipment; Correction****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule; correction.

**SUMMARY:** This action makes three changes to clarify final rule preamble language and one change to clarify the numbering sequence of the regulatory language published in the April 12, 2001, **Federal Register** [66 FR 19028]. This final rule action addresses enhancements to air carrier emergency medical equipment and instruction for crewmembers.

**DATES:** Effective on August 22, 2001.

**FOR FURTHER INFORMATION CONTACT:** Judi Citrenbaum, 202-267-9689, AAM-210, Aeromedical Standards, Office of Aviation Medicine.

**Correction**

In the final rule, FR Doc. 01-8932, published on April 12, 2001, [66 FR 19028] make the following corrections:

1. In the preamble, on page 19028, in the third column; under "Comments Received", line 9, remove the sentence: "These comments state that this passenger had been diagnosed with hypertrophic cardiomyopathy<sup>1</sup> a few months prior to the flight and that, if an AED had been on board, it may have saved his life.", and add, in its place, the following sentences, to read as follows: "After his death it was learned that the passenger had hypertrophic cardiomyopathy.<sup>1</sup> Commenters state

that, if an AED had been on board, it may have saved his life."

2. In the preamble, on page 19029, in the second column under "FAA response", in paragraph 3, remove the last sentence, and add, in its place, the following sentences, to read as follows: "The FAA recommends that new AED's powered by lithium batteries to be placed on an aircraft would have to comply with TSO-C142. AED's powered by batteries approved under TSO-C97 currently placed on aircraft may continue to use these earlier approved batteries until replacement when they will be required to be approved under TSO-C142."

3. In the preamble, on page 19042, in the third column under "Regulatory Flexibility Determination", in paragraph 2, line 9, remove the words "and more".

4. On page 19045 remove amendatory instruction numbers "12." and "13." and add, in their place, "11." and "12."

Issued in Washington, DC on August 16, 2001.

**Donald P. Byrne,**

*Assistant Chief Counsel, Regulations  
Division.*

[FR Doc. 01-21165 Filed 8-21-01; 8:45 am]

**BILLING CODE 4910-13-M****DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 100****[CGD05-01-047]****RIN 2115-AE46****Special Local Regulations for Marine Events; Bush River, Abingdon, Maryland****AGENCY:** Coast Guard, DOT.**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is adopting temporary special local regulations during the Harford County Power Boat Regatta to be held on the waters of the Bush River near Abingdon, Maryland. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in portions of the Bush River during the event.

**DATES:** This rule is effective from 11:30 a.m. eastern time on September 1, 2001 until 6:30 p.m. eastern time on September 3, 2001.

**ADDRESSES:** Comments and materials received from the public as well as documents indicated in this preamble as being available in the docket, are part of